

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:11 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 963 Const Calendar Day: 536 Date: 22-Nov-2013 Friday  
Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

The test rods (State furnished, galvanized A354 Grade BD) for Test Rigs #6 through #11 are scheduled to arrive from Dyson today. These are the rods that have already been successfully test fit in the couplers. The cylindrical sleeve for Test Rig #7 has also been successfully test fit on the rod. The 6 test rods were packaged at Dyson earlier this week on Tuesday 11/19/2013. The material does not arrive today.

Dave Van Dyke from VGO works from 0800 to 1700 on site, with 1200 to 1300 lunch. After ABF used 12x12's yesterday to allow VGO to elevate the wire run for the test rigs, located to the south of the test rigs, Dave moves the enclosure pieces to the top of the 12x12's. The previously build enclosure pieces (2 sides and a top) become the bottom half and after the wire runs are installed in the enclosure, new pieces are added to the top to complete the enclosure. The wire in the loom for each of the 6 test rigs that go in the timber enclosure (7th test rig wire run goes directly from the toolbox with the data logger to test rig without going through the enclosure) are installed in the bottom half of the enclosure. Then the top half or lids are added to the enclosure. The wire run in the new elevated position is complete by the end of the day.

ABF ironworkers Barry Rothman and Rob Martell work on CCO 314. Barry Rothman only works for about the first 2 hours of the day and then goes home because he is sick. Rob Martell works 0700 to 1730 on CCO 314 at Test Rig #5. After finishing the 10-hour day on CCO 314, he works on other non-CCO operations at Pier 7 on the Left Coast Lifter Shear Leg Crane to prep it for transport off the job.

The end plate on the test rod end of Test Rig #5 is installed and bolted today. These black A490 bolt assemblies are fully tensioned. The bolt assemblies are tensioned by the turn of the nut method with an impact gun with the IR P185 compressor.

Because Test Rig #5 will use 300 ton jacks instead of the previously planned 150 ton jacks, the lugs on the end plate and jacking beam need to be removed. Yesterday, ABF ironworkers cut and ground the 3 lugs on the end plate for one of the jacks. Today they cut and grind the other 3 lugs on the end plate for the other jack and the 6 lugs for both jacks on the jacking beam. The lugs are torch cut and the remainder left after cutting is ground flush. Because of the gauge or nick of the base steel of the end plate for one lug, the cutting today is farther away from the base steel, leaving more of the lug to be ground.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000



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Inspector Name Brignano, Bob

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– ABF ID 002343 is used. A compressor – IR P185R – ABF ID 002075 is used. The ironworkers have a Kubota Cart. An extendable forklift is used briefly for the erection of the end plate at the south end of Test Rig #5.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @ 20' and 8 pcs @ 10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces (minus 1 missing)

10' ABF k-rail = 8 pieces

20' rented k-rail = 22 pieces (minus 1 missing)

20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

### INSPECTOR OT REMARK:

Office 2 hours: I am working in the office on CCO 314 (test rigs) and CCO 312 (new rods) issues. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.